

LEGEND

- EXISTING FENCE
- TEMPORARY SECURITY FENCE
- CRANE LIMITS DURING ATCT CONSTRUCTION
- HAUL ROUTE

NOTES

- FOR DESIGNATED HAUL ROUTES SEE STAGING LOCATION MAP ABOVE AND NOTE B.1 THIS SHEET
- CONTRACTOR WILL BE REQUIRED TO SUBMIT A DETAILED ERECTION PLAN FOR ATCT CONSTRUCTION INCLUDING LIMITS OF CRANE OPERATION. REFER TO NOTES J1, J2, AND J3 BELOW.

CONSTRUCTION STAGING PLAN NOTES:

THE FOLLOWING NOTES AND ACCOMPANYING "CONSTRUCTION STAGING PLAN" GRAPHICALLY REPRESENT MANY OF THE MAJOR REQUIREMENTS STATED IN "DIVISION 1 - GENERAL REQUIREMENTS" OF THE SPECIFICATIONS. THESE NOTES PARAPHRASE DIVISION REQUIREMENTS AND ARE NOT INTENDED TO MODIFY OR REPLACE ANY DIVISION 1 REQUIREMENTS.

A. SITE ACCESS

- ACCESS TO THE CONSTRUCTION SITE FROM I-205 WILL BE ALONG NE AIRPORT WAY TO AIRPORT WAY.
- CONTRACTORS TRAFFIC MANAGEMENT PLAN WILL INCLUDE SIGNING, BARRICADES, LIGHTING, AND OTHER TRAFFIC CONTROL DEVICES AS REQUIRED BASED ON THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE CONTRACTORS TRAFFIC MANAGEMENT PLAN WILL BE REVIEWED BY THE RESIDENT ENGINEER AND THE PORT OF PORTLAND, AND MUST BE APPROVED IN WRITING BY THE RESIDENT ENGINEER PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY.

B. HAUL ROUTES

- THE CONTRACTOR WILL BE RESTRICTED TO THOSE HAUL ROUTES INDICATED ON THIS STAGING PLAN. AT NO TIME WILL THE CONTRACTOR BE ALLOWED TO USE OTHER AIRPORT ROADWAYS AS A HAUL ROUTE WITHOUT WRITTEN PERMISSION FROM THE RESIDENT ENGINEER.

C. CENTRAL UTILITY PLANT ACCESS

- THROUGHOUT CONSTRUCTION FOR THE ATCT AND BASE BUILDING, THE CONTRACTOR WILL PROVIDE AND MAINTAIN A CLEAR AND UNOBSTRUCTED MEANS OF EGRESS FROM THE CENTRAL UTILITY PLANT (C.U.P.) TO AIRPORT WAY. IN ADDITION, AT NO TIME DURING CONSTRUCTION WILL INGRESS TO THE C.U.P. BE BLOCKED OR OTHERWISE OBSTRUCTED.
- PILE CAP, SANITARY SEWER, AND STORM SEWER CONSTRUCTION WILL IMPACT THE OPERATION OF THE C.U.P. INNER ROADWAY. THE TRAFFIC MANAGEMENT PLAN PROVIDED BY THE CONTRACTOR WILL INCLUDE METHODS OF OPERATION TO MINIMIZE IMPACTS TO THE C.U.P. THE CONTRACTOR MUST MAINTAIN ACCESS AROUND THE C.U.P. AT ALL TIMES DURING CONSTRUCTION.

D. PILE CAP CONSTRUCTION

- PRIOR TO CONSTRUCTION OF THE PILE CAP, DEWATERING POINTS WILL NEED TO BE IDENTIFIED TO FACILITATE EXCAVATION AND CONSTRUCTION OF THE PILE CAP. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY WELL POINT LOCATIONS, AND COORDINATE THESE LOCATIONS WITH THE RESIDENT ENGINEER. THERE ARE VARIOUS EXISTING UTILITIES LOCATED ON SITE WHICH THE CONTRACTOR MAY NEED TO IDENTIFY PRIOR TO INSTALLING WELL POINTS. THESE UTILITIES INCLUDE BUT ARE NOT LIMITED TO THE CHILLED WATER LINES WHICH RUN NORTH FROM THE C.U.P. BUILDING, THE EXISTING 12 INCH MAIN WATER LINE WHICH RUNS EAST-WEST BENEATH THE BASE BUILDING, AND THE 6 INCH WATER LINE THAT SERVES THE FIRE HYDRANT ON THE NORTH SIDE OF THE C.U.P. BUILDING. MANY OTHER UTILITY LINES EXIST BELOW GROUND AT THE SITE. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY THESE EXISTING UTILITY LINES.
- DURING DEWATERING OPERATIONS, CONTRACTOR SHALL MEET ALL THE REQUIREMENTS OF THE DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ). SEE SPECIFICATION 02221, 1.4.3.B

E. CONTRACTOR PARKING

- THERE IS LIMITED SPACE AVAILABLE AT THE CONSTRUCTION SITE FOR CONTRACTORS EMPLOYEES TO PARK. CONSTRUCTION VEHICLE ACCESS TO THE LOCAL STAGING AREA WILL BE LIMITED TO CONTRACTORS SUPERINTENDENT, MANAGERS, MATERIAL DELIVERIES AND OTHER KEY PERSONNEL UNLESS OTHERWISE APPROVED BY THE RESIDENT ENGINEER.
- PARKING FOR CONTRACTORS EMPLOYEES AND CONTRACTORS SUB-CONTRACTORS EMPLOYEES WILL BE PROVIDED AT THE DESIGNATED REMOTE STAGING AREA. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SHUTTLE EMPLOYEES TO AND FROM THE CONSTRUCTION SITE AS REQUIRED.

F. CONSTRUCTION VEHICLES

- AT NO TIME SHALL CONSTRUCTION RELATED VEHICLES BE ALLOWED TO QUEUE AND BLOCK OR OTHERWISE IMPACT AIRPORT ROADWAYS. ANY OPERATION REQUIRING A REPETITIVE USE OF CONSTRUCTION VEHICLES THAT WOULD IMPACT NORMAL AIRPORT TRAFFIC PATTERNS SHALL BE COORDINATED WITH THE RESIDENT ENGINEER AND THE PORT OF PORTLAND.
- CONSTRUCTION VEHICLES WILL BE LIMITED TO HAUL ROUTES AS NOTED ON THIS STAGING PLAN. AT NO TIME SHALL THE CONTRACTOR BE ALLOWED TO USE ROADWAYS NOT DESIGNATED AS HAUL ROUTES WITHOUT PERMISSION OF THE RESIDENT ENGINEER.

- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ALL REQUIRED STATE AND LOCAL PERMITS FOR HAULING CONSTRUCTION MATERIALS, FOR OVERSIZED LOADS, AND FOR OVERWEIGHT LOADS.

- OVERSIZED LOADS WHICH REQUIRE SPECIAL PERMITS DUE TO WEIGHT OR SIZE WILL NOT BE ALLOWED ON THE AIRPORT BETWEEN THE HOURS OF 5AM-5AM, AND 11AM-2PM. DELIVERY OF SUCH LOADS SHALL BE COORDINATED WITH THE RESIDENT ENGINEER AT LEAST FIVE DAYS IN ADVANCE OF THE OPERATION. METHODS TO MINIMIZE IMPACTS TO TRAFFIC FLOW CAUSED BY CONTRACTOR'S VEHICLES OR STANDARD DELIVERIES SHALL BE DISCUSSED IN CONTRACTORS TRAFFIC MANAGEMENT PLAN.

G. TRAFFIC MANAGEMENT PLAN

- A TRAFFIC MANAGEMENT PLAN WILL BE SUBMITTED TO THE RESIDENT ENGINEER AND THE PORT OF PORTLAND FOR APPROVAL PRIOR TO THE COMMENCEMENT OF ANY WORK. THE TRAFFIC MANAGEMENT PLAN SHALL INDICATE THE NECESSARY TRAFFIC CONTROL DEVICES REQUIRED FOR HAUL ROUTES, EMPLOYEE SHUTTLE OPERATIONS, CONSTRUCTION MATERIAL DELIVERIES, AND OTHER CONSTRUCTION ACTIVITIES THAT WOULD IMPACT AIRPORT OPERATIONS. THE TRAFFIC MANAGEMENT PLAN WILL SHOW HOW THE CONTRACTOR WILL MINIMIZE IMPACTS TO AIRPORT ROADWAYS. THIS PLAN WILL BE SUBJECT TO REVIEW AND APPROVAL BY THE RESIDENT ENGINEER AND THE PORT OF PORTLAND. CONSTRUCTION WORK SHALL NOT COMMENCE UNTIL THE CONTRACTOR HAS RECEIVED WRITTEN APPROVAL FROM THE RESIDENT ENGINEER.

H. COORDINATION WITH OTHER CONSTRUCTION ACTIVITIES

- DURING CONSTRUCTION OF THE ATCT AND BASE BUILDING, THERE WILL BE OTHER CONSTRUCTION PROJECTS IN PROGRESS AT THE AIRPORT. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE HIS/HER CONSTRUCTION ACTIVITIES WITH OTHER ACTIVE PROJECTS SO AS TO NOT INTERFERE WITH THE OPERATIONS OF THE AIRPORT. THESE PROJECTS INCLUDE BUT ARE NOT LIMITED TO THE EXPANSION PROJECT AT THE C.U.P. BUILDING TO THE SOUTH, THE UPPER ROADWAY EXPANSION PROJECT, AND THE TERMINAL EXPANSION SOUTH PROJECT, OR THE TEMPORARY FACILITIES PROJECT. PLANS FOR EACH OF THESE PROJECTS CAN BE REVIEWED AT THE PORT OF PORTLAND ENGINEERING OFFICE.

I. SECURITY REQUIREMENTS

- ALL CONTRACTOR EMPLOYEES WILL BE REQUIRED TO MEET THE SECURITY REQUIREMENTS OF THE PORT OF PORTLAND.

J. CRANE LOCATION AND LIMITATIONS

- A GENERAL AREA TO POSITION A MOBILE CRANE DURING TOWER CONSTRUCTION HAS BEEN SHOWN ON THE STAGING PLAN. THE CONSTRUCTION SCHEDULE SUPPLIED BY THE CONTRACTOR SHALL INCLUDE A DETAILED ERECTION PLAN FOR TOWER CONSTRUCTION INCLUDING CRANE REQUIREMENTS, TYPE(S) OF CRANES TO BE USED, ACCESS FOR THE CRANE, SET UP AND DISMANTLING PROCEDURES, LOCATION(S) DURING TOWER CONSTRUCTION, AND LAYDOWN PROCEDURES, IF NECESSARY, DURING NON-WORKING HOURS. THE CONTRACTOR WILL BE REQUIRED TO LOWER AND PROPERLY SECURE CRANE BOOM TO A PRE-DETERMINED ELEVATION AT THE END OF EACH WORK DAY. A TOWER CRANE WILL NOT BE PERMITTED FOR CONSTRUCTION OF THE ATCT.
- THERE ARE OBJECT HEIGHT RESTRICTIONS ON THE AIRPORT RELATED TO AIRCRAFT SAFETY THAT WILL BE STRICTLY ENFORCED BY THE FAA. A VERTICAL IMAGINARY SURFACE EXISTS 1550 FEET NORTH OF THE CENTERLINE OF RUNWAY 10R-28L. IT WILL BE THE CONTRACTORS RESPONSIBILITY TO LOCATE THIS IMAGINARY SURFACE WITH THE AID OF THE RESIDENT ENGINEER, AND TO ENSURE THIS SURFACE IS NOT PENETRATED BY THE CRANE OR OTHER CONTRACTOR EQUIPMENT DURING TOWER CONSTRUCTION. THIS WILL BE DISCUSSED IN MORE DETAIL AT THE PRE-BID CONFERENCE.
- DURING PERIODS OF POOR VISIBILITY, THE CONTRACTOR MAY BE REQUESTED TO TEMPORARILY STOP CONSTRUCTION ACTIVITIES FOR THE ATCT AND LOWER CRANE BOOM TO A DESIGNATED ELEVATION. THIS WILL BE DETERMINED BY THE RESIDENT ENGINEER.
- THE CONTRACTOR SHALL SUBMIT A NOTICE OF PROPOSED ACTION 7460 AND HAVE APPROVAL PRIOR TO CRANE ERECTION.

K. SAFETY LIGHTING AND MARKING

- SHOULD THE CONTRACTORS WORK SCHEDULE EXTEND INTO THE NIGHTTIME, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LIGHTING TO SAFELY AND ADEQUATELY ILLUMINATE THE WORK AREA. ALL LIGHTING PROVIDED BY THE CONTRACTOR FOR NIGHTTIME WORK WILL BE APPROVED BY THE RESIDENT ENGINEER.
- ALL REQUIREMENTS FOR LIGHTING AND MARKING OF OBJECTS ON THE AIRPORT AS ESTABLISHED IN FAA ADVISORY CIRCULAR AC 70/7460-1 SHALL BE MET BY THE CONTRACTOR.

L. CONSTRUCTION MATERIAL STORAGE

- STORAGE OF MATERIAL BY THE CONTRACTOR SHALL BE LIMITED TO THE STAGING AREAS SHOWN ABOVE. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO KEEP STAGING AREAS IN A NEAT AND ORDERLY FASHION, PROTECT THE STAGING AREAS AND SECURE THE STAGING AREAS, INCLUDING EQUIPMENT AND MATERIAL AT ALL TIMES DURING CONSTRUCTION.

M. CONSTRUCTION OFFICE

- THE LOCATIONS OF CONTRACTORS TRAILERS, CONSTRUCTION VEHICLE PARKING AND EQUIPMENT STORAGE SHALL BE APPROVED BY THE RESIDENT ENGINEER IN WRITING.
- A 12x60 RESIDENT ENGINEER OFFICE TRAILER WILL BE BROUGHT ON SITE BY THE GOVERNMENT. THE CONTRACTOR SHALL SET LEVEL, BLOCK, ANCHOR, AND SKIRT TRAILER. THE CONTRACTOR SHALL PROVIDE POWER SERVICE, FEEDERS AND MAKE CONNECTIONS FOR TEMPORARY POWER SERVICE, 150 AMP, 240 V SINGLE PHASE, TO THE GOVERNMENT SUPPLIED TRAILER.
- THE GOVERNMENT WILL ARRANGE THEIR OWN TELEPHONE SERVICE.

N. CONSTRUCTION HOURS

- THE CONTRACTOR SHALL NOT INTERFERE WITH AIRPORT OPERATIONS AT ANY TIME DURING CONSTRUCTION. CONTRACTOR WORK HOURS SHALL BE COORDINATED IN ADVANCE WITH THE RESIDENT ENGINEER.
- THE CONTRACTOR SHALL SCHEDULE OVERTIME, WEEKEND AND NIGHT TIME CONSTRUCTION 48 HOURS IN ADVANCE, WITH THE RESIDENT ENGINEER.

O. REMOTE STAGING AREA

- THE CONTRACTOR WILL INSTALL A 30'X30' SECTION OF ACP AT THE ENTRANCE TO REMOTE STAGING AREA.
- CONTRACTOR WILL BE REQUIRED TO INSTALL SECURITY FENCING AROUND PERIMETER OF REMOTE STAGING AREA.
- CONTRACTOR WILL BE REQUIRED, AS PART OF THE TRAFFIC MANAGEMENT PLAN, TO INSTALL DIRECTIONAL SIGNS TO REMOTE STAGING AREA ALONG N.E. 82ND WAY AND N.E. AIR CARGO ROAD. THE CONTRACTOR WILL ALSO INSTALL A "STOP" SIGN AND "LEFT TURN ONLY" SIGN AT REMOTE STAGING AREA EXIT.
- THE CONTRACTOR WILL BE REQUIRED TO PROVIDE THEIR OWN POWER AND COMMUNICATION NEEDS.
- UPON COMPLETION OF WORK, REMOTE STAGING AREA WILL BE RETURNED TO ORIGINAL CONDITION.
- CONTRACTOR WILL BE REQUIRED TO INSTALL AN EXIT GATE AT SOUTHEAST CORNER OF LONG TERM PARKING LOT. EXIT GATE WILL HAVE TO BE STARTED BY CONTRACTOR AT ALL TIMES WHILE GATE IS OPEN AND IN USE.

P. STOCKPILING OF MATERIAL

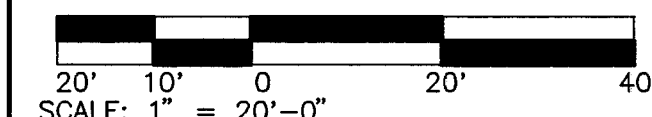
- THE CONTRACTOR WILL NOT BE ALLOWED TO STOCKPILE ANY EXCESS MATERIAL AT REMOTE STAGING AREA OR ON-SITE WITHOUT WRITTEN PERMISSION OF THE RESIDENT ENGINEER AND THE PORT OF PORTLAND.

Q. TEMPORARY SECURITY

- A TEMPORARY 6 FOOT CHAINLINK SECURITY FENCE SHALL BE PROVIDED BY THE CONTRACTOR TO SECURE BOTH THE LOCAL AND REMOTE STAGING AREAS THROUGHOUT THE LENGTH OF THE PROJECT.

R. EXISTING UTILITIES

- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT EXISTING UTILITIES TO REMAIN ARE NOT INTERRUPTED DURING CONSTRUCTION OF THE ATCT AND BASE BUILDING. SHOULD THE CONTRACTOR DAMAGE OR OTHERWISE INTERRUPT THESE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO REPAIR THE AFFECTED UTILITY SOLELY AT THE CONTRACTOR'S EXPENSE. THESE UTILITIES INCLUDE BUT ARE NOT LIMITED TO THE CHILLED WATER LINES, AND THE GAS, WATER, AND SANITARY SEWER LINES THAT EXIST ON THE NORTH SIDE OF AIRPORT WAY NEAR THE EXISTING TELEPHONE VAULT. SEE SHEET C1.3 FOR CHILLED WATER LINE LOCATION AND SHEET E11.4 FOR NEW DUCTBANK AND EXISTING TELEPHONE MANHOLE LOCATIONS.



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